Safety performance monitoring

1. What would you like to see on the **ASMT Safety dashboard?**

Findings

- SMI vs date and time
  - SMI vs risk of collision
  - SMI vs sector or controlling unit / airspace class
- RI vs date and time
  - RI vs type of traffic
  - RI vs casual factors
  - RI vs type of runway intruder
- AI vs date and time
  - AI vs flight rules
  - AI vs airspace classification
  - AI vs traffic type

Findings

- Correlation between safety events
  - AI that triggered SMI
  - STCA that triggered SMI
  - AI that triggered inadequate separation
- Correlation with traffic load for SMI and STCA (LPS)
  - Trends for SMI are useful after months, years
  - Trends for STCA are useful daily, weekly
- Level of reporting, number of reports
  - Mandatory
  - Voluntary

Looking for systemic factors

2. What **analyses** would help you identifying **systemic issues?**

Findings

- Given a timeframe, how the number of events correlate with the traffic (load, density, complexity) depending on the sector configuration. A lot of events happen when airspace configuration changes
- How many events are happening after hand-over
- New events versus repetitive events after a change to procedures. Variation of hotspot location and magnitude after change.
- Capture event trends (number of events) when the ATCO changes his position HMI configuration (CWP setup)

Findings

- Fatigue for controllers involved in occurrences
  - Correlated with STCA
  - Correlated with RI
  - Reaction time for STCA. How much time it took until it was treated. Pay attention that this is calculated when the alert pops on CWP screen, not when STCA message is triggered in system background.
- OTMV (occupancy traffic monitoring value) vs number of events. Valid for 30-40 minutes, not for long term or planning.
- Workload vs number of events